



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AIR FORCE SAFETY CENTER

HQ AFSC/JAR
9700 G Avenue SE, Suite 236B
Kirtland AFB NM 87117-5670

10 April 2001

Mr. James Klotz

Dear Mr. Klotz

In further reply to your 29 March 2001 Freedom of Information Act request, attached are the releasable portions of the 4 October 1968 B-52H aircraft mishap report.

Some pages may be difficult to read, but these copies are the best possible from the old microfilm.

Federal regulation provides that the cost of search and reproduction be assessed to the requester. The cost in this instance has been waived.

I hope this information is helpful.

Sincerely

A handwritten signature in black ink, appearing to read "Louie F. Alley", is written over the printed name.

LOUIE F. ALLEY
Freedom of Information
Act Manager

Attachment:
B-52H Aircraft Mishap Report, 4 Oct 68

(Fill in all spaces applicable. If additional space is needed, use additional sheet(s).)

AP 25 711

HISTORY OF FLIGHT

B-52H, Serial Number 60-027, Call Sign Fog 32, assigned to the 5th Bombardment Wing, Minot AFB, North Dakota, was scheduled to depart Minot AFB at 1950 CDT, 3 October 1968, on a Combat Crew Training Mission. Flight planning was accomplished on 30 September 1968. The planned route was: radar departure to Dickinson VOR, navigation leg to refueling, gunnery fire-out, low level navigation work and return to Minot for transition. Planned time was 9 hours 10 minutes.

On 3 October 1968, the crew arrived at the 23rd Bomb Squadron approximately three hours prior to takeoff time. Adequate time had been allowed for crew rest IAW AFR 60-7. The mission was changed to an Instrument Training Mission due to the scheduled navigator being DNIF. No other navigator was available because of crew rest limitations. Approval was obtained to fly the mission with one navigator (RN). Weather and flight plan requirements were accomplished and the crew arrived at the aircraft 1 hour 30 minutes prior to takeoff. Checklist was completed to include a practice alert start and takeoff was accomplished on time.

Lt Colonel Poole, the instructor pilot, was in the left seat with Lt Hortter, student co-pilot, in the right seat. The flight proceeded along the planned departure route, thence to air refueling. At the start descent point, the crew found they were at the wrong Air Refueling Control Point. This was corrected and they practiced refueling with GLUT 52 until 2153 CDT. Scheduled onload of 10,000 pounds was accomplished. From refueling they went directly to the gunnery range. A malfunction (jammed gun) occurred and the firing was terminated. The gunner reported a fire-out of approximately six hundred rounds. The crew secured a change in flight plan and proceeded to Red River VOR. A 50NM radius clearance was obtained from Minneapolis Center. For the next 3 hours 32 minutes the crew performed instrument training, including penetrations, ILS approaches and a GCA at Grand Forks. They departed Grand Forks for Minot at 0227 CDT. The Radar Navigator performed a camera attack (bomb-run) on Devils Lake enroute. Hand off from Minneapolis Center to Great Falls Center was accomplished at 0235 CDT. The pilot secured a 50NM radius clearance of Deering VOR. Local training was conducted until 0347 CDT at which time Fog 32 entered the Deering holding pattern. Clearance for penetration was received from Minot RAPCON and start of penetration was reported at 0400:25 CDT. The last radio contact with the aircraft was at 0401:54 CDT. Although no additional conversation transpired, RAPCON monitored the approach which appeared normal. The aircraft completed the penetration turn and appeared to make two heading changes requested by RAPCON. These changes were not orally acknowledged. The aircraft disappeared from the RAPCON scope and crashed 14NM ESE from Minot AFB at 0407 hours. At no time did Fog 32 indicate any aircraft difficulty or emergency.

WRECKAGE SCENE

The aircraft impacted the ground in a wings level condition with a counter-clockwise turning moment and essentially no forward motion. The impact point was 14NM ESE of Minot Air Force Base, 1635 feet left of runway center line extension inbound. The wreckage was distributed in an area approximately 500 feet in diameter. The great majority of the aircraft remained intact and burned, with only portions, mostly small, separating into the immediate area. The entire tail section was separated at impact but remained in essentially the correct position relative to the fuselage. Those items found outside this area are the external tanks, which departed the aircraft just prior to impact, and the ejection seats and other hardware associated with ejection.

AIRCRAFT ACCIDENT/INCIDENT REPORT

To be filled out for principal aircraft involved. (Appropriate blocks only should be filled out on secondary aircraft.)

1. ACCIDENT/INCIDENT CLASSIFICATION (Check one)									
Flight Accident Resulting in Aircraft Damage <input checked="" type="checkbox"/> Major <input type="checkbox"/> Minor					Accident not resulting in Aircraft Damage <input type="checkbox"/> Air Force Aircraft Incident <input type="checkbox"/>				
2. Aircraft/Serial Number 60-027		3. Type, Model, Series, Block No. B-52H			4. Assignment/Status Code (AFM 63-1)			N/A	
5. If aircraft was being ferried or delivered indicate gaining and losing organizations, date of transfer, ultimate destination.									
6. CLEARANCE From Minot AFB, ND To Minot AFB, ND To									
7. Filed VFR <input type="checkbox"/> VFR-ON TOP <input checked="" type="checkbox"/> VFR <input checked="" type="checkbox"/> Local <input type="checkbox"/> Other <input type="checkbox"/> Direct <input type="checkbox"/> Airways <input type="checkbox"/> (Controlled)									
8. Flight reference at time of accident					9. Duration of Flight Hrs. 8 Mins. 12		10. Mission of flight ITM		
Contact <input checked="" type="checkbox"/> Instrument <input type="checkbox"/> Actual <input type="checkbox"/> Sim. <input type="checkbox"/> Other <input type="checkbox"/> Unk. <input type="checkbox"/>		11. ALTITUDE DATA Cleared Alt. MSL 31000 Ft. Altitude above terrain and sequence began 20000 Ft. Altitude MSL impact point 1571 Ft. Highest altitude MSL flown 33000 Ft. Time from highest alt. Hrs. 0 Min. 43		12. Airfield data Applicable to takeoff and landing accidents occurring within 2 miles of airfield Field elevation in use Ft. Composition of runway. Asphalt Concrete Length of runway in use Ft. Other (Specify) Length of overrun Ft. Composition of overrun (Specify) Distance of touchdown from runway Ft. Surface condition. Dry Wet icy Heading of runway ° Other (Specify) Conditions affecting occurrence, e.g., type of instrument or lighting approach aid used, obstructions, barrier, airspeed, gross weight, forced landing					
13. Fire and explosion data a. Fire None Inflight Ground <input checked="" type="checkbox"/> Result of grd. impact? Yes <input checked="" type="checkbox"/> No b. Explosions None Inflight Ground <input checked="" type="checkbox"/> Result of grd. impact? Yes <input checked="" type="checkbox"/> No									
14. If "Yes" in either question, discuss under item 11, AF Form 711									
15. PHASE OF OPERATION: e.g. take off, climb, cruise, normal flight, approach, landing approach, hover					16. TYPE OF ACCIDENT: e.g. gear-up landing, mid-air collision, abandoned aircraft, fire or explosion in flight, undershoot, overshoot				
Level off from Penetration					Spin				
17. WEATHER AT TIME AND PLACE OF ACCIDENT: (If a factor in the accident, attach statement of weather officer)									
Sky conditions 7-0		Visibility 25		Wind direction and velocity 180/05		Temperature 26		Dew point 22	
						Alt. setting 30.15		Other weather conditions PA 1452	
PILOT(S) INVOLVED (FLIGHT CREW)									
18. OPERATOR (Person at controls at time of accident)									
a. LAST NAME (Jr., II, etc.)		FIRST NAME		MIDDLE NAME		GRADE		COMPONENT	
Poole		Charles		Drake		LC Reg AF		FR41200	
NATIONALITY		YR. OF BIRTH							
USA									
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT					c. ASSIGNED DUTY ON FLIGHT ORDER				
Front or Left Seat <input checked="" type="checkbox"/> Rear or Right Seat <input type="checkbox"/>					AC <input type="checkbox"/> IP <input checked="" type="checkbox"/> P <input type="checkbox"/> O <input type="checkbox"/> Other (Specify)				
d. ASSIGNED ORGANIZATION									
Major Command		Subcommand or AF		Air Division		Wing		Group	
SAC		15		810		5BW		N/A	
Squadron or Unit		Base		23 Minot AFB, ND					
e. ATTACHED ORGANIZATION FOR FLYING									
Major Command		Subcommand or AF		Air Division		Wing		Group	
N/A		N/A		N/A		N/A		N/A	
Squadron or Unit		Base		N/A					
f. ORIGINAL AERONAUTICAL RATING AND DATE RECEIVED					g. PRESENT AERONAUTICAL RATING AND DATE RECEIVED				
Pilot/8 Feb 1944					Pilot Command /20 Mar 59				
h. INSTRUMENT CARD					i. AFSC				
Type No. 1 (Jet)					Primary 1235C				
Date of expiration 31 Aug 69					Duty 1235C				
19. OTHER PILOT									
a. LAST NAME (Jr., II, etc.)		FIRST NAME		MIDDLE NAME		GRADE		COMPONENT	
Hortter		Ronald		Charles		1Lt		AF RES	
NATIONALITY		YR. OF BIRTH							
USA									
b. POSITION IN AIRCRAFT AT TIME OF ACCIDENT					c. ASSIGNED DUTY ON FLIGHT ORDER				
Front or Left Seat <input type="checkbox"/> Rear or Right Seat <input checked="" type="checkbox"/> Other <input type="checkbox"/>					AC <input type="checkbox"/> IP <input type="checkbox"/> P <input type="checkbox"/> O <input checked="" type="checkbox"/> Other (Specify)				
d. ASSIGNED ORGANIZATION									
Major Command		Subcommand or AF		Air Division		Wing		Group	
SAC		15		810		5BW		N/A	
Squadron or Unit		Base		23 Minot AFB, ND					
e. ATTACHED ORGANIZATION FOR FLYING									
Major Command		Subcommand or AF		Air Division		Wing		Group	
N/A		N/A		N/A		N/A		N/A	
Squadron or Unit		Base		N/A					
f. ORIGINAL AERONAUTICAL RATING					g. PRESENT AERONAUTICAL RATING				
Pilot/23 Feb 68					Pilot/23 Feb 68				
h. INSTRUMENT CARD					i. AFSC				
Type No. 2 (Jet)					Primary 1111Z				
Date of expiration 30 Dec 68					Duty 1231C				

TRANSCRIPTION OF RECORDED CONVERSATION OBTAINED FROM THE
R3 RADIO/INTERPHONE POSITION

0736

FOG 32 Great Falls FOG Three Two flight level two four zero

GTF ARTCC FOG Three Two Great Falls Center roger two four zero
squawk ident

GTF ARTCC FOG Three Two radar contact one two zero miles east of
Minot

0737

MIB RAPCON Minot Approach

GTF ARTCC This is Great Falls I have an inbound

MIB RAPCON Go ahead

GTF ARTCC FOG Three Two B Fifty Two Slant Bravo estimated Minot
zero seven five four and what is their active runway

MIB RAPCON Two nine

ZGT ARTCC Just a second I want to check with him here

ZGT ARTCC FOG Three Two what type of approach are you requesting
at Minot active runway is two niner

FOG 32 Great Falls Center FOG Three Two will have to remain
at altitude for just a minute we would like to remain flight
level two two zero to two four zero for a little instrument
work for about thirty five minutes

GTF ARTCC Roger

GTF ARTCC Minot

MIB RAPCON Yes

GTF ARTCC He wants to do some instrument work for two two to two
four zero for about thirty five minutes but he might want
to come in any time make an approach so in that event
I will give you a radar handoff on him wherever he is at
and I will keep you advised when he wants to come in JS

MIB RAPCON OK DP

0738

Tab "V"

MIB RAPCON Great Falls Minot

GTF ARTCC Yes

MIB RAPCON About this FOG Three Two you said about a radar handoff are you aware that our radar is out for PMI

GTF ARTCC No I sure was not

MIB RAPCON We informed sector three

ZGT ARTCC No nothing marked here on it at all how long will it be out

MIB RAPCON It will probably be out be out until zero nine hundred zulu it went out at zero seven hundred zulu

ZGT ARTCC Seven and nine hundred huh

MIB RAPCON Right

ZGT ARTCC OK JS

MIB RAPCON DP

0739

0748

ZGT ARTCC FOG Three Two Great Falls Center what type of approach are you going to be requesting

FOG 32 Roger we are going to be delaying for about an hour then we will shoot a VOR penetration

ZGT ARTCC FOG Three Two roger FOG Three Two is cleared to fly all radials of the Minot TACAN within a five zero nautical mile radius until zero eight zero zero correction will make that zero eight three zero maintain block altitude flight level two two zero to flight level two four zero over

FOG 32 Roger understand cleared to fly fifty nautical mile radials or (fifty nautical mile radials)* of the Deering VOR and expect clearance at zero two three zero and block altitude two two zero to two four zero

ZGT ARTCC FOG Three Two that is correct and your expected approach time will be zero eight three zero and advise if you wish to extend over

FOG 32 Roger understand I am sorry it was zero eight three zero

ZGT ARTCC Roger

0749

0759

FOG 32 Great Falls Center FOG Three Two we swung the VOR
approximately a minute ago we will be using up our
clearance fifty nautical miles

ZGT ARTCC FOG Three Two say again please

FOG 32 Roger we swung the VOR and (unintelligible) from two two
zero to two four zero

ZGT ARTCC Roger

0800

0821

FOG 32 Great Falls Center FOG Three Two

ZGT ARTCC FOG Three Two go ahead

FOG 32 Roger we would like to extend penetration time to zero
nine zero zero zulu

ZGR ARTCC Roger expect an approach clearance zero niner zero
zero over

FOG 32 Three Two roger

0822

0826

MIB RAPCON Great Falls Center Minot

ZGT ARTCC Center

MIB RAPCON Yes what happened to my FOG Thirty Two

ZGT ARTCC He is delaying overhead there until zero niner zero zero
MIB RAPCON Just so we can have our radar
ZGT ARTCC Yeah he I do not know he wants to make a VOR Deering
VOR so I will give you a handoff or if your radar is in if
it is not why I will just keep you advised and turn him over
to you
MIB RAPCON OK fine thank you
ZGT ARTCC JS

0827

0841

FOG 32 Great Falls Center FOG Three Two
ZGT ARTCC FOG Three Two go ahead
FOG 32 Roger FOG Three Two requesting flight level two zero
zero rest of holding time over
ZGT ARTCC FOG Three Two descend and maintain flight level two
zero zero and say again the rest of your transmission
FOG 32 Ah Rog and we are still requesting penetration at on the
hour
ZGT ARTCC Roger maintain flight level two zero zero and squawk
zero four zero zero over
FOG 32 Roger Three Two,

0842

FOG 32 Great Falls FOG Three Two leaving flight level two three
zero for two zero zero
ZGT ARTCC FOG Three Two roger

0843

ZGT ARTCC Minot Approach Great Falls
MIB RAPCON Go ahead
ZGT ARTCC (May I inform)* Three Two now descending to twenty
thousand proceeding northbound to the Deering VOR I
will give you a handoff on him now

MIB RAPCON Our radar is not up yet

ZGT ARTCC It is not up yet OK I will wait until he gets ready to make an approach and I will terminate him be your control on contact JS

MIB RAPCON OK contact channel four

ZGT ARTCC Thank you JS

MIB RAPCON Thank you

0844

0845

0846

ZGT ARTCC FOG Three Two Great Falls Center advisory Minot Approach Control radar is out of service did you wish to go over to Approach Control now

FOG 32 Stand by Center

FOG 32 Great Falls Center FOG Three Two can go to Approach Control now

ZGT ARTCC Roger radar service terminated contact Minot Approach Control two seven one point three over

FOG 32 Two seven one point three

0847

0848

0849

0850

MIB RAPCON Great Falls Minot

ZGT ARTCC Sector three

MIB RAPCON Our surveillance radar is on the air

ZGT ARTCC All right JS

MIB RAPCON GT

0851

0852

ZGT ARTCC FOG Three Two Great Falls Center you should be on Minot
Approach Control frequency now your ident was observed
and (unintelligible) their surveillance radar is back in
service now over

FOG 32 FOG Three Two roger (unintelligible) Minot thank you

ZGT ARTCC Roger

0852

*This portion of the recording is not entirely clear but this represents the
best interpretation possible under the circumstances.

1.

0211:30

FOG 32 Minneapolis Center FOG three two over

ENF FOG three two Minneapolis report reaching maintain flight level three three zero, are you going to make a left turn out of the formation

FOG 32 That's affirm and ah three two is requesting ah present position direct to the Duluth zero eight zero (slash)* one hundred /

ENF FOG three two Minneapolis Center Roger ah proceed direct Duluth zero eight zero along one zero zero thence via flight plan route and ah / the forty three zero five restricted area forty three zero five will not be open for firing until zero three one zero past the hour over

FOG 32 Roger understand flight level three one zero and restricted zero three one zero over

ENF FOG three two cleared to maintain flight level three three zero and the restricted area is not open until one zero past the hour another fifteen minutes over.

FOG 32 Roger understand three three zero and wilco on the other

ENF FOG three two Roger

0220:23

0230:23

ENF FOG three two Minneapolis squawk two one zero zero normal phrase

0237:23

0257:10

FOG 32 Minneapolis Center FOG three two flight level three three
zero true airspeed three nine zero

END FOG three two Minneapolis Center roger squawk ident.

FOG 32 Roger.

END FOG three two in radar contact.

FOG 32 Roger

0257:40

0300:00

FOG 32 Minneapolis Center FOG three two over

END FOG three two go ahead

FOG 32 Roger trying to contact Blue Bottle on ah three sixty four
two ah negative wonder if you could give them a call and have
them try contact us over

END Okay

0300:20

0304:30

FOG 32 Minneapolis center FOG three two

END FOG three two Minneapolis go ahead

FOG 32 Ah Roger, FOG three two ah request flight plan change

ZMF FOG three two go ahead

FOG 32 FOG three two is requesting from the Duluth zero five five slash one one four to go direct Fargo VORTAC with an ETA of zero four zero four over

ZMF Ah FOG three two say again what VORTAC you wish to go to over

FOG 32 Ah we wish to go to Grand Forks VORTAC

ZMF Roger understand the ah to Grand Forks, Grand Forks VORTAC and the ETA is zero four zero four are you going to proceed then direct to Minot over.

FOG 32 Ah we will be ah be requesting a delay approximately an hour in the Grand Forks' area for penetration ah then climb out will be going direct Minot

ZMF Roger understand ah / and / FOG three two is cleared to the Minot Air Force Base from over the Duluth zero five five slant one one four direct Grand Forks VORTAC direct Minot maintain ah flight level three three zero and ah is this going to change your estimated time of arrival at all at Minot and if not you can request your delay at ah approaching Grand Forks / FOG three two Minneapolis Center over

FOG 32 FOG three two go

ZMF Roger did you ah get your clearance okay I didn't get any read back

FOG 32 Ah Roger ah we copied from the zero five five slash one one four of Duluth cleared direct Grand Forks VORTAC direct Minot flight level three three zero

ZMF FOG three two Minneapolis Center Roger

0310:05

0319:10

ZMP FOG three two Minneapolis center we have lost radar contact, contact Minneapolis center now on two nine zero point five, if your change in flight plan will ah alter your estimated your estimated time of arrival back at Minot please advise the center on that frequency over

FOG 32 Ah Roger three two

0319:40

0327:45

FOG 32 Minneapolis Center FOG three two

ZMP (GLUT)* three two go ahead

FOG 32 Roger we're at flight level three three zero we're revising flight plan and time if you will stand by for about five minutes we will give you up to date snuff on the stuff.

ZMP Ah GLUT five two roger understand you what altitude you requesting

FOG 32 FOG three two flight level three three zero now

ZMP Ah GLUT five two roger descended and maintain flight level three three zero /

GLUT 52 Hello Minneapolis this is GLUT five two was that for us over

ZMP GLUT five two were you requesting three three zero.

GLUT 52 Ah negative we're in a block three nine four one zero over.

5.

ZMF CLUT five two roger maintain the block altitude three nine zero through four one zero.

CLUT 52 Roger five two.

ZMF FOG three two Minneapolis Center did you call

FOG 32 Ah roger FOG three two is at flight level three three zero heading to Red River VOR and we're going to be delay and we're going to delay two hours at the Grand Forks and request flight level two two to two four zero for one hour delay and then penetrate remaining one hour then going into Minot direct our ETA at Minot will change we will be at Minot at zero one four zero local or zero six four zero Zulu remaining one one hours local at Minot.

ZMF Ah FOG three two Minneapolis Center roger your cleared to the Grand Forks VOR Duluth radials direct maintain three three zero and your cleared to delay at that point then for two hours and what time will you expect to proceed on course to Minot

FOG 32 Ah roger about zero five zero five Zulu.

ZMF FOG three two roger.

0130115

0130120

ZMF Ah FOG three two ah how will that effect your ETA for Minot

FOG 32 Ah roger we will be arriving at Minot about an hour and forty minutes ahead of time and then we will be delaying their
()

ZMF FOG three two roger.

0330:45

0335:30

ZMF BOG three two what is your estimate for Grand Forks.

FOG 32 Ah roger Minneapolis ah FOG three two estimating Grand Forks zero four zero three.

ZMF FOG three two roger and you'll plan to depart there at zero five zero five.

FOG 32 Ah negative I'm sorry make that zero six zero five.

ZMF Roger.

0336:20

0337:20

ZMF FOG three two contact Minneapolis Center two six niner point six over.

FOG 32 Two six niner point six.

0338:35

0339:35

FOG 32 Minneapolis Center FOG three two.

ZMF Aircraft calling Minneapolis Center say again.

FOG 32 Minneapolis Center FOG three two flight level three three zero.

7.

ZMF FOG three two flight level three three zero.

0335:35

ZMF FOG three two Minneapolis Center what kind of a delay will you be requesting at Grand Forks.

FOG 32 FOG three two will be requesting a two hour delay in the Grand Forks area one hour of which will be at altitude over.

ZMF Ah roger fifty nautical mile radius satisfactorily.

FOG 32 Thats affirm.

ZMF Ah roger request your mileage from Red River now.

FOG 32 Ah FOG three two is presently fifty nine miles out.

ZMF Roger.

/

0336:45

0337:10

ZMF FOG three two Minneapolis.

FOG 32 FOG three two go.

ZMF FOG three two cleared to fly a fifty nautical mile radius of the Red River from present time until zero six zero five maintain block altitude flight level two two zero through flight level two four zero descend pilots discretion

FOG 32 Roger understand three two

0357:45

0401:30

FOG 32 Minneapolis Center FOG three two leaving flight level three three zero for two two zero.

ZMF FOG three two roger.

0401:50

0407:00

FOG 32 Ah Minneapolis ah FOG three two just wanting a VOR RDR VOR and we're at flight level two three operating between two two zero and two four zero.

ZMF FOG three two roger and are you going to shoot any approaches in about an hour.

FOG 32 In about an hour yes sir.

ZMF Roger advise us about five minutes before you wish to start.

0407:30

0409:20

ZMF And FOG three two what will be your requested altitude back to Minot after you complete your air work. /

FOG 32 Minneapolis FOG three two you were blocked out by another transmission say again.

ZMF FOG three two what will be your requested altitude back to Minot after completion of your air work.

FOG 32 Roger we can go back at two four zero

ZMF Ah thank you.

0402133

0510125

ZMF FOG three two Minneapolis.

FOG 32 Go ahead Minneapolis three two.
/ ah roger three two.

ZMF FOG three two could you give us a radio check on two eight eight point five please.

FOG 32 Roger two eight eight point five.

0510150

0542110

FOG 32 Minneapolis Center FOG three two

ZMF FOG three two go ahead.

FOG 32 Ah roger three two would like to leave two two for flight level two zero and make a VOR approach to Grand Forks.

ZMF FOG three two is cleared to the Grand Forks VOR descend and maintain flight level two zero zero ahead.

FOG 32 Ah roger.

ZMF And FOG three two what's your distance and direction from Grand Forks VOR now

FOG 32 Roger we will be penetrating off the Red River VOR we would like the military base not the civilian

10.

ZMF Roger make that the Red River VOR via direct flight level two zero zero and ah how far out and what is your direction from Red River and ah or Red River VOR now.

FOG 32 I'm presently turning outbound in the holding pattern over the Red River.

ZMF FOG three two roger.

FOG 32 We're leaving flight level two two for two zero now

0343:20

0344:30

ZMF FOG three two Minneapolis.

FOG 32 Roger Minneapolis FOG three two

ZMF FOG three two contact Grand Forks approach control three three niner point one now.

FOG 32 Roger three three niner point one.

0344:30

0705:15

ZMF Control

GFK APC Grand Forks how about if I clear FOG thirty two to Minot airport direct flight level two four zero proposed off at twenty five.

ZMF Sounds like a winner and put him right over on two sixty nine six

11.

GFK APC All right sir

ZDF J M

GFK APC ()

0703:40

0727:13

ZDF Minneapolis

GFK APC Grand Forks approach control

ZDF We blow it huh

GFK APC Top FOS thirty two on the go at twenty seven.

ZDF Twenty seven.

GFK APC Top.

ZDF Oh thats within three minutes I think that is acceptable.

GFK APC All right sir fine.

ZDF Real fine thank you

GFK APC All right ()

ZDF W G

0737:00

0730:25

FOG 32 Minneapolis Center FOG three two.

ZMF FOG three two report reading flight level two four zero.

FOG 32 Ah roger out of one four for two four.

0730:30

0734:15

FOG 32 Ah Minneapolis FOG three two level two four zero.

ZMF United one five seven what is your distance from Sioux Falls.

WA 157 Oh twenty miles.

ZMF United one five seven radar contact.

WA 157 Thank you.

ZMF FOG three two is that report is that two four zero

FOG 32 Affirm

ZMF FOG three two ---- FOG three two contact ah Great Falls Center on three one nine point one at three five.

FOG 32 Three one nine one at three five.

0735:10

* This portion of the recording is not entirely clear, but this represents the best interpretation possible under the circumstances.

AIRCRAFT ACCIDENT TRANSCRIPTION - MINOT APPROACH CONTROL
B-52H SERIAL NUMBER: 60-027 CALL SIGN: FOG 32

Frequency 271.3

Approx
0842Z

RAPCON: Go ahead

Great Falls Center: I have FOG 32 now descending to twenty thousand proceeding north bound to the Deering VOR, I'll give you a handoff on him now.

RAPCON: Our radar isn't up yet.

Great Falls Center: It isn't up yet, Okay.

RAPCON: No

Great Falls Center: Well, I will wait until he is ready to make an approach and I'll (Terminate him) to your control on contact then.

RAPCON: Okay contact channel four.

Great Falls Center: Thank you DS.

RAPCON: MK

0847:20

Great Falls Center instructed FOG 32 to contact Minot Approach Control. FOG 32 acknowledged and immediately switched frequencies.

0847:45Z

FOG 32: Minot Approach Control FOG 32 over.

RAPCON: FOG 32 this is Minot Approach Control, hear you loud and clear, how me?

FOG 32: I hear you loud and clear. Is there any chance of getting a GCA for five o'clock?

RAPCON: FOG 32, roger, how soon did you say you would be penetrating?

FOG 32: We would like to penetrate on the hour and we would like get a GCA here, touch and go there but we can work the GCA in later if it would be better for you all.

RAPCON: FOG 32 roger, be advised that our surveillance radar is off the air at this time and the precision radar is scheduled to go off at four o'clock. However, we will hold it off so you can get in your approaches until you no longer need the precision radar. Latest Minot weather is VFR, wind two zero zero degrees at three, the altimeter 3018, runway in use 29, over.

FOG 32: Roger understand, we will get ourself to the outer marker for 29 and take a precision approach, at about, or as soon as we can get there after four o'clock. It will be about twelve minutes after the hour.

RAPCON: FOG 32 roger and our radar should be our surveillance radar should be up at four o'clock so we will be able to give you vectors around the pattern and since you no longer need the precision radar we will take it off the air.

FOG 32: Okay, fine, all we need is one GCA and we will get it first and then we will take vectors around the ILS, we need a, we are going to do a practice six engine approach and, well, whatever else is left and make full stop at five o'clock.

RAPCON: FOG 32, roger, and be advised the ILS is off the air now, it is scheduled to be off the, correction, it is off the air for about three weeks and if you want to go on using the precision radar I can give you all the precision approaches you can have.

FOG 32: Roger, I knew about the ILS. I forgot there for a minute. We've been over to Grand Forks uh getting all this stuff. We got everything but one GCA over there so we will work something out with you when we get down there but I do need one GCA pretty bad.

RAPCON: FOG 32, roger, you are cleared for a VOR penetration and approach to runway 29 and I will give you radar vectors as soon as our radar comes up after four o'clock for a precision approach to runway 29.

FOG 32: Roger, roger, we'll report out of twenty.

RAPCON: FOG 32, roger.

Controller conversation with Radar maintenance man over intercom.

RAPCON: FOG 32, our surveillance has just come back up on the air, for radar identification squawk ident, over.

RAPCON: FOG 32, roger, radar contact four and one half miles to the northwest of the airport.

~~Controller random conversation in background.~~

RAPCON: FOG 32, be advised that our maintenance personnel have decided not to take the radar, the precision radar tonight so we can furnish you with all the precisions you want.

FOG 32: Roger, thank you, 32.

FOG 32: Approach, what is the altimeter setting please.

RAPCON: FOG 32, roger, altimeter 3017, wind now 170 degrees at two.

FOG 32: 3017 roger out.

Controller random conversation

0900:16 Over TVOR. If 5 miles from VOR when pilot calls out of 20,000.

0900:25Z FOG 32: Minot approach

RAPCON: FOG 32 calling Minot?

0900:50Z RAPCON: FOG 32 check altimeter 3017 report passing six thousand, over.

FOG 32: Roger, 32, understand six thousand.

0901:04Z FOG 32: Minot approach, FOG 32 out of twenty.

RAPCON: FOG 32, roger.

RAPCON: FOG 32, understand you are requesting a VOR penetration with a precision final approach this time around. Is that correct?

FOG 32: Rog, GCA this touch and go, Yeah.

RAPCON: FOG 32, roger report reaching three thousand two hundred, over.

0901:54Z FOG 32. Roger.

RAPCON Controller Conversation:

The first one will be a low approach.

Another low approach I imagine.

Clear him for a touch and go then.

I didn't know. I didn't catch it.

I think I'll see if this guy wants figure eights.

Wind 170 degrees at two just bring him in this runway, bring him back out, bring him back around, shoot him on in, bring him back out, around, PAR, ASR, PAR, ASR. Practice on both runways, think he will go for it?

I don't think so.

Why? I can always ask him, might as well.

Not the VOR, Yeah.

0905:35Z RAPCON: FOG 32, Minot Approach Control. This will be a vector to the precision final runway 29, fly heading 275, maintain three thousand two hundred.

RAPCON: FOG 32, if no transmissions are received for one minute during vectors or five seconds on final approach, take over visually if unable cleared a straight-in VOR approach.

0906:41Z RAPCON: FOG 32, turn right heading two niner zero, maintain three thousand two hundred final approach one five miles East Southeast of airport.

0906:46Z RAPCON: (To Tower): Okay, FOG 32 for a touch and go runway 29.

0907:08Z Impact.

0907:10Z RAPCON: FOG 32 Minot

RAPCON: FOG 32 Minot Approach Control if you hear me squawk ident.

RAPCON: FOG 32, Minot radar contact lost continue with a straight in VOR approach, over.

0907:32Z RAPCON: (To Tower): Hey do you see this FOG 32 out there anywhere.

TOWER: No, I don't see him but man there is - - right off the approach end of runway 29, it looks like about, oh, about ten miles maybe, a flame, you wouldn't believe.

RAPCON: Hey, thats FOG 32, he just crashed.

TOWER: Are you kidding me?

RAPCON: No, I'm not.

TOWER: Are you sure?

RAPCON: Yes, I am, I just lost radar contact.

TOWER: Okay, I'll call - - - - -

RAPCON: FOG 32 Minot Approach Control

Command Post: Sgt (Weeder)

RAPCON: Yes, uh we just, I believe we just had one of your aircraft crash, FOG 32 (32) 14 miles off the end of the runway.

TOWER: Approach.

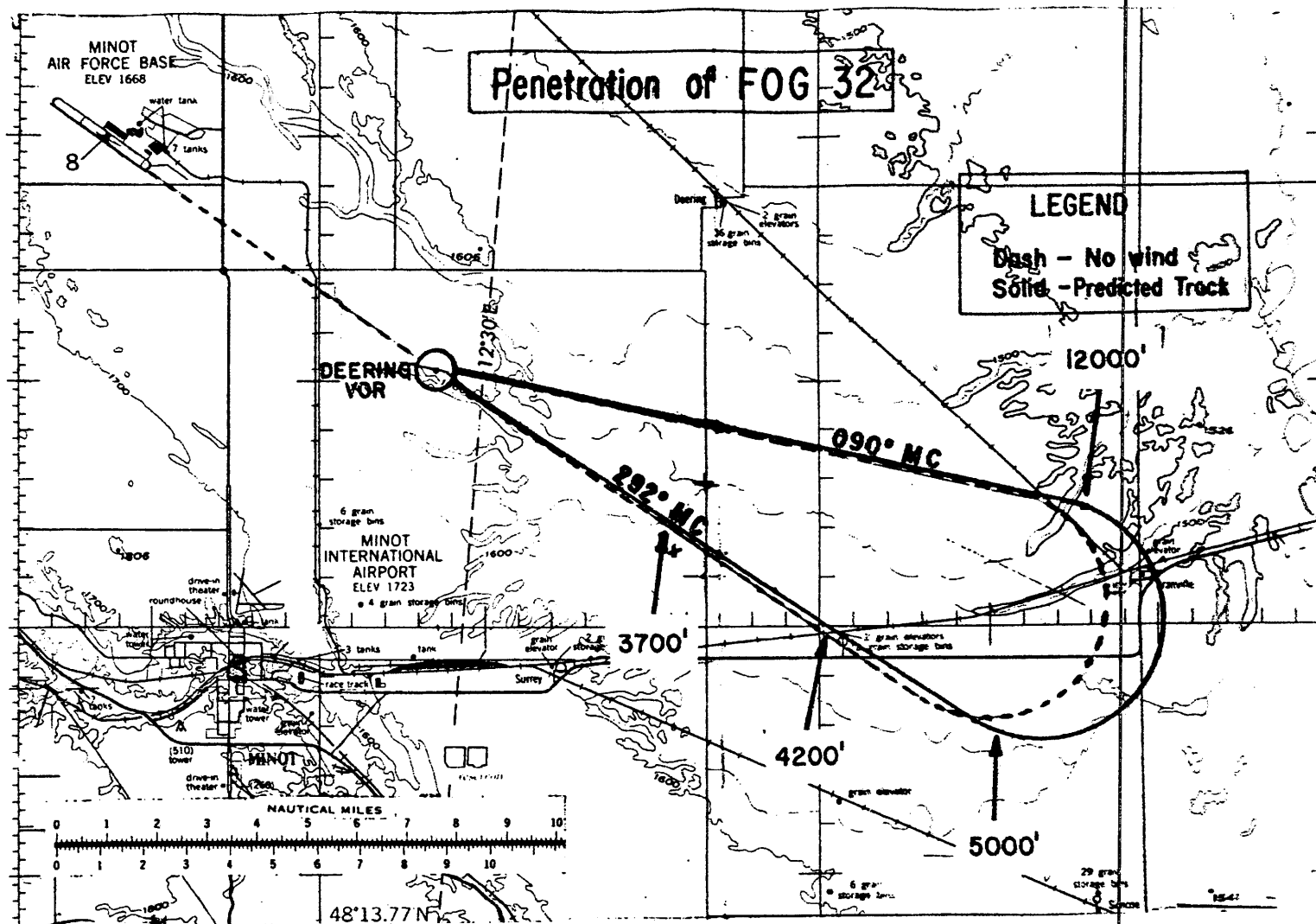
RAPCON: Yes

Penetration of FOG 32

LEGEND

Dash - No wind

Solid - Predicted Track



Aerial view at left by Robert Petry shows all that remained of crashed bomber. At right is the tall assembly, largest single piece

Minot Bomber Crash Kills Bomber Crash Kills 4 Men

2 Parachute Safely Out Over Surrey Farmyard

MINOT DAILY NEWS
FRI OCT 4 1968

FRONT PAGE

A mighty fortress of the skies, plunging through the dark night above North Dakota, carried four Minot Air Force Base men to their deaths today only minutes away from what was to have been the end of just another routine mission.

Two members of the six-crew parachuted to safety before the B-52 bomber of the 5th Bomb Wing at the base crashed and burned on the Carl Swartwout farm about 10 miles northeast of Minot.

It was understood that three or four men actually jumped or were ejected from the eight-engine bomber, but chutes of only two opened in time.

Base officials identified the survivors as First Lt. Ronald Hortter, 28, Cape Girardeau, Mo., co-pilot of the stricken craft and Maj. Jerry W. Jamison, 35, Forest City, Mo., radar navigator. Both men are married and live on base. Each has two children.

The two reportedly got out of the bomber at an altitude of about 3,200 feet. They were taken to John Moses Air Force Hospital for checkups. One suffered an elbow injury.

Names of the dead were not released pending notification of kin.

Deputy Sheriff Ed Soltis, who was at a truck stop early this morning, saw

See BASE BOMBER CRAISES—Page 2



Maj. Jamison



LT. Hortter

Minoter Saw It Happen In His Dream

He can't explain it — but Pete Mastel of Minot was a visibly shaken man when he heard of today's bomber crash, because he had seen it happen in his dreams. Mastel set down his experience in these words:

"As I recall the dream, I was at my mother's home in Ipswich, S. D. It was late at night and I went out to lock the doors on my car prior to retiring for the night. While on the back porch, I heard a roar coming from the southwest. Looking in that direction, I saw a giant plane, its wings on fire, heading northeast, losing altitude rapidly. As the

plane circled, I recognized it as a B-52 bomber. I continued to watch and it crashed just north of town. I saw a big ball of fire and heard several explosions . . ."

That ended Mastel's dream. Fully awake, he snapped on the light and noticed it was 4:20 a.m.

He didn't know it at the time, but about 10 miles away from where he was sleeping a B-52 bomber had crashed at about 4 a.m.

Mastel heard of the Minot crash about 7:30 a.m.

ing Soundly Until Explosion k Him Right Out Of Bed

I walked out on my porch . . . I didn't know what to do or

Surrey area farmer, was still y when he made that statement circumstances surrounding the Force Base B-52 bomber on his

is days, Swartwout said he will ent early this morning when he p by the sound of a terrific crash. u," he said. "It really shook the nt out of bed, it did." t sure what had happened. He dow and saw a pillar of flame ghts raced through his mind. ive thought of flying saucers or farmer indicated. He couldn't re- feelings really were.

"Then I figured it had to be a plane of some sort. It seemed the only thing it could be.

Standing on his porch in his underwear, Swartwout debated what he should do, reacted swiftly by running back inside and grabbing the phone.

"Somebody was on it . . . I just butted in and told them a plane had crashed at my place," he said.

"I don't even know who I was talking to. I never asked, just gave them the message."

All this time, Swartwout said he kept hearing explosions from the mortally wounded bomber and watched the sheet of flame in his farmyard.

"It was only about 300 feet from the house . . . maybe 400 feet away, that's all. So near, it seemed, you could almost reach out and touch it."

Swartwout, who has lived in the Surrey area for many decades, admitted he was "scared."

See FARMER RECALLS HIS HORROR—Page 2



This hole was left where part of plane landed

Minot Bomber Crash Kills



How intense heat was from the fire that devoured the B-52 bomber is shown by the solidified streams of molten metal in the picture above. Picture by Robert Petry of The News.

2 Parachute Over Surrey

A mighty fortress of the skies, plunging through the dark night above North Dakota, carried four Minot Air Force Base men to their deaths today only minutes been th mission.

Two chuted t of the crashed wout-fa Minot.

It w men ac from the of only Base

MINOT DAILY NEWS
FRI OCT 4 1968

FRONT PAGE

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Mastel heard about 7:30 a.m.

Farmer Sleeping Soundly Until Explosion Almost Shook Him Right Out Of Bed



Carl Swartwout

"Man, I'll tell you . . . I walked out on my porch in my underwear and I didn't know what to do or which way to go . . ."

Carl Swartwout, Surrey area farmer, was still shaken up emotionally when he made that statement today, relating the circumstances surrounding the crash of a Minot Air Force Base B-52 bomber on his farm.

To the end of his days, Swartwout said he will remember that moment early this morning when he was roused from sleep by the sound of a terrific crash. "Man, I'll tell you," he said, "It really shook the house. Shook me right out of bed, it did."

Swartwout wasn't sure what had happened. He glanced out the window and saw a pillar of flame and all sorts of thoughts raced through his mind.

He may even have thought of flying saucers or nuclear warfare, the farmer indicated. He couldn't remember just what his feelings really were.

"Then I figured it had to be a plane of some sort. It seemed the only thing it could be."

Standing on his porch in his underwear, Swartwout debated what he should do, reacted swiftly by running back inside and grabbing the phone.

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low old she e, she just id "very old, ay parties are added with a ts of cards, a and many peo- e too."

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or To Her Cake

Y (AP) — One Swenson's first as she ap- 10th birthday William L. Guy, r's office said sent a cake to the — state's at Sheynne. one day be- day. She is a eat at the hor-

a came to the "she was 76 and her has died in 1918, the state. n operates the near Hennaford m, Albert lives eers. Clear a rry, Harry Stow Valley City.

following an apperance Thru- before Ward County Judge Halvor L. Halvorson, acting as committing magistrate.

Brockel was arrested on a complaint signed by his wife. Bond continues at \$500.

The death raised, the 198 North Dakota traffic count to 134.

Farmer Recalls Horror

(Continued from Page 1)
I remember grabbing a cup of coffee but I'll tell you I had an awful hard time getting it down.
"Seemed like my hand just wouldn't quit shaking."

Not too long after that first awesome explosion, Swartwout heard a rap on his door, opened it and confronted the two survivors of the crash.

"They just walked in and they seemed to be all right although one had a bad elbow," the farmer said.

After that, Air Force officials and investigators arrived and wreckage of the burning craft was cordoned off.

Swartwout remained near his house.

"No," he said, "I didn't go out there. I'm funny that way, I guess, about seeing such things."

Base Bomber Crashes On Surrey Farm

(Continued from Page 1)
the blaze from the burning wreckage and estimated time of the crash about 4:12 p.m. He reached the scene within 15 minutes. A salesman, Ladd Willoughby, traveling from Grand Forks to Montana, also was attracted by the fire and drove to the area. He was near Granville when he spotted the flames.

Soltis said one crew member, who it appeared had tried to bail out, was lying on the ground some distance from the wreckage. He found a weak pulse in the man, rushed back to his car to radio for help, but when he returned found the man had died.

Swartwout said the plane plunged into the ground about 4 a.m. around 400 feet from his farm home. The survivors walked into the house a short time later.

What caused the crash of the \$8 million bomber, one of about 15 stationed at the base, is not known. Air Force investigators went to the scene immediately and cordoned off the blazing wreckage.

At the time of the mishap, the bomber was on its final approach to the base. It had been making what base officials termed a routine training flight.

Base spokesmen said there appeared to be nothing wrong as the bomber made its approach. It was on the radar scopes at the base and everything was normal.

Then suddenly the plane vanished from the scopes.

The officials also emphasized there were no nuclear weapons or weapons of any other kind aboard.

It was understood that crew members noted something wrong just an instant before the plane began its death drive from looking at their gauges and the pilot gave the "ball out" signal.

The bomber was said to have plummeted toward the ground at an angle of 90 degrees, with its right wing in flames, leading to speculation there may have been a fuel leak.

Explosions ripped apart the giant behemoth of the skies after the impact and a pillar of flames lit up the night sky on the lonely farmyard.

Reporters, who reached the scene in early morning darkness, became

aware of the fire's intensity by the molten metal in the wreckage.

They also noted that the crash covered a comparatively small area.

Due to arrive at Minot AFB today was Maj. Gen. Edward M. Nichols, vice commander of the 15th Air Force, who is stationed at March AFB, Calif.

Gen. Nichols headed the investigation into the crash of a tanker at the base last January.

Base spokesmen said Col. B. M. Garner, vice commander of the 5th Bomb Wing, is temporarily in charge of a 40-member investigative team but that a full colonel from another as yet unnamed base, will arrive later today to take permanent charge.

The mishap followed by about nine months a sparring KC-135 aerial tanker crash on the base itself on Jan. 17 of this year which accounted for 13 lives.

In that mishap, the tanker, based at March AFB in California, plunged off the runway while taking off in heavy fog and burned.

Killed instantly in the tanker disaster were 12 men, including Maj. Gen. Charles Eisenhower, vice commander of the 15th Air Force. T. Sgt. William Wright was found alive in the wreckage and lingered for 10 days before dying of burns and other injuries.

Today's crash was the fifth of base planes since the installation was activated more than a decade ago. Previously, four planes of the 5th Fighter-Interceptor Squadron went down, carrying pilots to their deaths.

Victims of those mishaps were: Capt. Wayne D. Wendt, 29, killed when his F-106 crashed while landing on Oct. 3, 1963.

Capt. Ronald A. Hocker, 29, killed when a jet trainer serving as a target ship for interceptors plunged into a Canadian farm field near Carlyle, Sask., on Dec. 11, 1964.

Capt. William D. Richardson, 33, victim of an F-106 crash in a field southwest of Bismarck on Dec. 19, 1963.

Col. John H. Fowler, 42, commander of the fighter squadron killed when his F-106 hit the ground near Carpio on Oct. 12, 1966.

the resignation of Mrs. Oetardine Meyer of Berthold from the county Library Board.

Conference Group

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were divorced on Sept. 27, 1962. They remarried on Jan. 19, 1965. He was her third husband.

Ward Gets

League pub- titled, with a more and in- y." as place, ward of ced the \$50 for a 1,000 me Mo- tory and govern- the development of Ward County; the structure and functions of county government; a directory showing data on 1967 taxes, county income and expenditures.

The duties and functions of various county personnel, both elective and appointive, are described in the book. Responsibilities of the county's health services are spelled out, as are those featured in a "special services" section which includes details on the Alcoholism Information, North Central Mental Health & Retardation and Minot Area Social Service centers.

Information on the county's Special Education Board, the Dakota Boys' Ranch and Senior Citizens' Center also is a part of the special services section.

One three-page section is devoted specifically to the City of Minot.

MINOT DAILY NEWS

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Bottled under the authority of The Coca-Cola Company by Coca-Cola Bottling Co. of Minot

Board Starts Crash Probe

1 SQUAD

8 Children Left Fatherless From Minot Air Base B-52 Disaster That Killed 4 Persons

A 40-man investigating board headed by Col. John P. Couch, formerly stationed at Minot Air Force Base, started its probe today of a B-52 crash that took the lives of four men.

Wreckage of the eight-engine, 30 million plane remained under guard on the Carl Swartwout farm about 10 miles northeast of Minot. The plane, assigned to the 9th Bomb Wing at Minot AFB, crashed in flames early Friday morning while returning from a routine training flight.

Killed in the disaster were Lt. Col. Charles E. Poole, 45, instructor pilot; Maj. Laurence A. McQuirk, 34, pilot; T.Sgt. Ronald E. Blazina, 33, gunner and Sgt. Louis E. Cole, 24.

Two of the six men aboard, First Lt. Ronald Horter, 28, co-pilot, and Maj. Jerry W. Jamison, 33, radar navigator, managed to parachute to safety. They reportedly bailed out around 3,200 feet after the pilot had given orders to abandon ship.

Cause of the crash is still unknown and base officials refused to speculate upon the matter. One report was there may have been a generating failure that shut off some of the engines.

Col. Couch arrived from 15th Air Force headquarters at March AFB in California to head up the investigation. He is deputy chief of staff to the comptroller of the 15th AFB, of which the Minot base is a member.

Base officials, in their releases on the crash, said the B-52 had been on an instrument training flight. Two regular members of the crew, the electronics warfare officer and the navigator, were not aboard. The officials noted it is routine for extra passengers to fly aboard bombers on such training flights.

The flight was apparently normal throughout until the bomber started into its final approach run about 4 a.m. at a point near Surrey. It was seen on the base radar scopes and there was no indication of

trouble. Suddenly it vanished from the scopes.

Survivors of the crash were taken to John Moses Air Force Hospital for checkups but apparently did not sustain any major injuries. They walked into Swartwout's farmhouse to use his telephone and notify authorities of the disaster after parachuting down.

Three of the crash victims were married and left eight

children. Cole was a single man and is survived by his mother, Mrs. Pauline Cole of Tahlequah, Okla.

Col. Poole is survived by his wife and four children, Charles, Marilyn, Donald and Caroline, living at Eastham, Mass. One of the daughters was homecoming queen at Ryan High a couple of years ago.

Surviving Maj. McQuirk are

his wife and two children, Laurence Jr. and Kevin while Sgt. Blazina left a wife and two children, Dawn and Susan Lee. All survivors live at the base.

Col. Poole entered the Air Force on Sept. 17, 1941 and flew 26 combat missions during World War II in the European theater of operations.

Maj. McQuirk first served as an enlisted man after start-

ing his service career in January of 1951. He was commissioned an officer two years later, was in Korea during 1954-56 and in the Philippines from 1966-68.

Sgt. Blazina had more than 15 years in uniform dating from March 19, 1953. He was a former KC-135 tanker crew

See BOMBER—Page 2



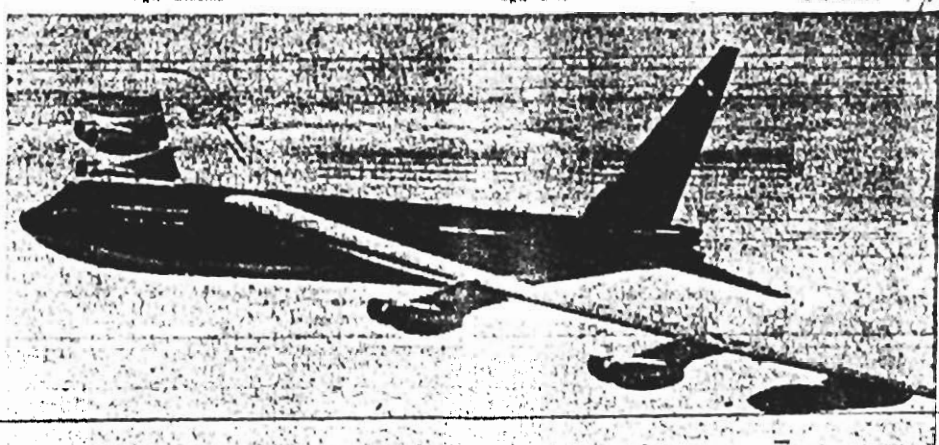
Sgt. Blazina



Sgt. Cole



Col. Couch



In a B-52 bomber like this four men of Minot Air Force Base rode to their deaths

Id. Gov. John Love of Colorado A. Taft, left to right, follows Humphrey around.

LeMay's it Tough

made nor ever really now. For LeMay's central political-military philosophy is in over truth basically bombing, making such as Barry Goldwater look like timorous pacifists. It is quite obvious, of course, that some of Wallace's growing constituency shares this simple view of how best to defend and to forward American interests on this globe.

What is not so obvious but is nevertheless powerfully real, however, is that another and a larger section of the Wallace vote is happy to accept talk of either-or solutions for such matters as Vietnam but is by no means ready to accept all the implications and dangers of such an approach. This is another way of saying that a large proportion of the Wallace vote is a criti-

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- Glenburn cuts in natural gas system—Page 7
- What Happened "This Week in Montana"—Page 7
- Wallace scaring some congressmen—Page 7
- Daily "Hints from Heloise" column—Page 8
- Society and news about women—Page 28
- Ann Landers column—Page 28

Abortion Refused--Couple Wins \$110,000 Award

NEW YORK (AP) — A Brooklyn couple won \$110,000 in damages Friday from a hospital that refused to perform an abortion on the wife, who later gave birth to a physically and mentally handicapped child.

The defendant in Brooklyn Supreme Court was Long Island College Hospital in Brooklyn, where Mrs. Stewart had sought unsuccessfully to abort on the

ed German measles which could injure the unborn child. In their \$500,000 suit, the couple charged the hospital with malpractice and negligence on two counts — failure to perform the abortion, and failure to advise Mrs. Stewart of the danger of continuing her pregnancy or to inform her

SAT OCT 5 1968

PAGE 2

Bomber

(Continued from Page 1)

chief before becoming a gun-
ner on a B-52 crew.

Sgt. Cole's enlistment date
was May 17, 1966.

Bodies of the four crash
victims were taken to Thomp-
son-Larson Funeral home
where arrangements are be-
ing made.

Services for one victim, Sgt.
Blazina, have been scheduled
for 3 p.m. Monday in Base
Chapel No. 1 with burial in
Rosehill Memorial Park. Full
military rites and a flyover
are planned.

Col. Poole's body will be
sent to Orleans, Mass., this
weekend, and funeral and bur-
ial will be there.

Births

ST. JOSEPH'S

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